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**CENTRAL INTELLIGENCE GROUP**  
**INTELLIGENCE REPORT****COUNTRY** Poland**SUBJECT** Oder Bridges and Navigability of River Oder  
in Silesia**DIST.** <sup>30</sup> ~~XX~~ June 1947

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1. Reservoir at Otmuchov (P.51/H.64).

The equipment of the Otmuchov reservoir and of the adjoining power station was undamaged during the war and was known to be functioning in July 1946.

2. Brzeg (H.89).

The canals and locks in and near Brzeg suffered only slight war damage and were in good condition in September 1946, with the exception of the dam at "Brieger Mühle Storch", where repair work was still being undertaken.

3. Linden (C.70).

Some of the locks at Linden were severely damaged during the War, but repairs were completed by June-July 1946.

4. Olawa (C.60).

The Oder road bridge between Olawa and Tiergarten was blown up during hostilities, but has been temporarily repaired with a single width span.

5. Tschirne (P.52/C.61).

The railway bridge over the Alte Oder and the Oder between Tschirne and Kottwitz was badly damaged during hostilities, but in October 1946 double-track railway traffic was observed.

6. Margareth (C.61).

The "Margarether Winkel" (a loop in the Oder around Margareth) was laid waste in the course of the 1945 campaigns, by flooding, brought about by the use of explosives. The Janowitz locks were blocked and the installations at Steine were rendered unusable by demolition. By the autumn of 1946 the course of the Oder had been returned to normal in the Margarether Winkel and was navigable.

7. Breslau.

- (a) The by-pass canals, locks and dams in and near Breslau were only slightly damaged by artillery fire during the war. Further slight damage was caused by bombing to the concrete retaining walls of the

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canals.

- (b) Apart from superficial damage to the superstructure, the Oder bridges in Breslau are usable. This refers to the Kaiserbrücke, Furstenbrücke, Lessingbrücke, Pagsbrücke and Rosenthalerbrücke. The roadway of the Hundsfelderbrücke was blown up, but repaired by the Russians immediately after the capitulation.

8. General.

No changes have taken place in the course of the Oder from Breslau to Auras (C.33). Considerable silting up has occurred between Auras and the confluence with the Neisse, as no dredgers have been at work during 1945 or 1946.

9. A temporary wooden railway bridge is in operation over the Oder at Frankfurt, but repairs to the steel bridge are expected to be completed this month. The bridge workers, who are German are due to go to Küstrin and to begin work to complete the Frankfurt bridge.

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